


TESTIMONY

OF

**JOSEPH H. McHUGH
VICE PRESIDENT - GOVERNMENT AFFAIRS AND
CORPORATE COMMUNICATIONS
AMTRAK
60 MASSACHUSETTS AVENUE, NE
WASHINGTON, DC 20002**



BEFORE THE

**HOUSE SUBCOMMITTEE ON RAILROADS, PIPELINES AND
HAZARDOUS MATERIALS**

OF THE

COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE

THURSDAY, APRIL 7, 2011

9:00 A.M.

2167 RAYBURN HOUSE OFFICE BUILDING

Good morning, Mr. Chairman, Ranking Member Brown, and Members of the Subcommittee. I am Joe McHugh, Vice President of Government Affairs and Corporate Communications at Amtrak. It is a pleasure to appear before you today to discuss Amtrak's legislative priorities for reforming and improving federal rail programs. The majority of these priorities were discussed in our FY 2012 "General and Legislative Annual Report," which we submitted to the Committee in February. Given the many benefits associated with the use of intercity passenger rail – from lower energy consumption and emissions reduction to safety improvements and economic growth – the development of intercity passenger rail and Amtrak's national system should be afforded a significant role in the nation's federal surface transportation programs. If our nation's intercity passenger rail system – and the transportation system of the United States as a whole – is to be developed and sustained, it is imperative that Amtrak and other federal rail programs be integrated into a comprehensive and truly multi-modal surface transportation authorization bill.

Background

Demand for passenger rail service is growing. We've just finished our seventeenth consecutive month of ridership growth, continuing a long-term trend in which Amtrak ridership has increased by more than 36 percent since 2000, and we're on track for another record year. It's a trend we expect to continue, particularly with gasoline prices rising and congestion on other modes approaching pre-recession levels.

This growth is occurring in spite of a national transportation policy framework that has historically treated intercity passenger rail as a separate and secondary component of our transportation network. While other modes benefit from the certainty and stability that come with dedicated, multi-year funding streams, intercity passenger rail funding is unknown from one year to the next; at times it's even uncertain from week to week. Even in the unusual instances where capital investment in intercity passenger rail has spiked, the opportunities were unpredictable and not sustained. It is extremely difficult to replace worn out capital assets, let alone improve and expand them, under these conditions.

The recent investments in high-speed and conventional intercity passenger rail funded by the American Recovery and Reinvestment Act of 2009 (ARRA) and the FY 2010 Consolidated Appropriations Act have begun to level the playing field, but there's still a long way to go. The surface transportation reauthorization bill must now capitalize on this recent momentum by seeking to further expand the use of intercity passenger rail and its contribution to sustainable mobility and the economic strength of the nation.

The Administration's FY 20102 budget, which proposes to integrate intercity passenger rail into the surface transportation authorization programs for the first time, is a significant step. It would provide \$53 billion over six years, supported by mandatory contract authority from a Rail Account of a new Transportation Trust Fund, to both modernize the existing system and continue construction of a national high-speed rail network. This proposal would provide the type of funding stability and certainty that has long benefited other modes and helped America build the world's preeminent highway and aviation systems.

The Administration's proposal also consolidates traditional grant programs for Amtrak and HSIPR into one comprehensive rail investment program, broken down by functional categories and specific areas of need. This provides a frame for understanding the various dimensions of the national intercity passenger rail system and its investment requirements.

As America's intercity passenger railroad and its only current operator of high-speed service, Amtrak believes that the rail title of the surface transportation bill must build on this proposal, and at minimum:

1. Provide a dedicated and multi-year capital funding stream for high-speed and intercity passenger development;
2. Establish a national investment strategy to guide the planning and execution of projects;
3. Clearly define a leading role for Amtrak within that strategy that leverages its unique assets;
4. Ensure a sufficient level of coordination between the various stakeholders in high-speed and intercity passenger rail systems; and
5. Close gaps in liability and insurance requirements.

Before getting into details on the rail title, however, I'd like to address Amtrak's views on the broader reauthorization of surface transportation policy and programs.

Amtrak's Views on Surface Transportation Reauthorization

Amtrak supports the transformation of the nation's federal surface transportation policies and programs to a new, performance-based system aimed at achieving clear and measurable national objectives, including the development and expansion of our national intercity passenger rail network. Amtrak believes that within this new system, federal surface transportation investment and policy decisions should generally be made in mode-neutral or cross-modal contexts that align federal support and investment with the achievement of key national goals and the provision of safe, convenient and affordable travel options for every American community and population demographic. These reforms would result in a systems-level approach that moves beyond the traditional modal framework to identify the needs of a holistic national transportation system and create true choices for its users.

National Surface Transportation Policy

A new, transformative surface transportation system capable of meeting the needs of 21st Century America can only be realized if the federal government articulates clear national surface transportation policies and objectives, such as improving economic competitiveness; ensuring safety, security, and the public health; increasing mobility, accessibility and connectivity; achieving energy independence and climate security; providing equitable transportation options;

and fostering the development of interconnected, sustainable communities. With these objectives in place, a national policy should set forth specific goals necessary to achieve progress towards key objectives and measure program performance against such goals. One specific goal Amtrak strongly supports, which could apply to a number of broad objectives, is to link all pairs of metropolitan areas with populations of 1 million or more and separated by less than 600 miles with frequent, reliable and high-speed intercity passenger rail service. Other goals could articulate benchmarks for reducing surface transportation fatalities, cutting carbon emissions, minimizing delays, expanding intercity passenger rail ridership, or increasing the percentage of surface transportation assets in a state of good repair. Additionally, a national surface transportation plan should be designed and executed in order to support the newly established national surface transportation policy, objectives and goals. This plan should incorporate separate modal planning efforts already underway, such as the Federal Railroad Administration's National Rail Plan.

Performance-Based Funding

Federal transportation funding should be invested to support the transportation policies, objectives and goals established at the national level. The federal government should establish performance criteria to guide state and local transportation agency decisions towards achieving national objectives and goals, and reward state and metropolitan transportation plans that can be reasonably expected to achieve favorable outcomes. Funding could be apportioned to execute qualified state and local plans on a cost-to-complete basis.

Comprehensive and Robust Planning

The federal government should review, update and reissue all relevant surface transportation planning requirements to ensure consistency between the national policy, objectives and goals and the criteria that state and local officials use to create their transportation plans. Federal planning requirements should promote comprehensive street designs and foster the integration of transportation and land use planning to encourage development and affordable housing near intercity passenger rail stations. Emissions reductions goals should also be integrated into the transportation planning process to help mitigate the transportation sector's contribution to global climate change. Consistent with the Passenger Rail Investment and Improvement Act of 2008, state rail plans should be coordinated with the statewide transportation planning process and set forth rail transportation's role within state transportation systems. Finally, the planning process should consider all modes and management approaches using analyses that account for the full costs and benefits of investment decisions.

To support this effort, the federal government must invest in robust new data collection and modeling techniques to help inform the planning process and evaluate investment decisions across modes. Additionally, the U.S. Department of Transportation (DOT) should include an appraisal of the intercity passenger railroad system in its biennial report to Congress on the condition, performance and capital investment requirements of the nation's highway and transit systems.

Mode-Neutral Programs

Amtrak supports the establishment of broad modal eligibility across surface transportation programs so that investment decisions can be responsive to policy goals. To support that aim, federal surface transportation programs should transition to integrated, mode-neutral programs characterized by functional purpose rather than by types of vehicles and infrastructure. The new paradigm should ensure that all facets of travel are covered – rural, urban, intercity, interregional and international. It should also account for the various investment needs across modes, such as those related to safety, environmental stewardship, state of good repair, capacity expansion, intermodal connectivity, rural connectivity, metropolitan mobility, demographic accessibility and research. This will allow states, regions and localities to develop solutions to meet national performance goals while maintaining maximum flexibility to accommodate unique individual circumstances and preferences. In the event that a metropolitan mobility program is established, Amtrak supports the concept of “corridor mobility” approaches that would allow two or more metropolitan areas to cooperatively address regional and mega-regional mobility needs, including through strategies to improve corridor mobility and connectivity through new or improved intercity passenger rail service.

Project Delivery

Amtrak supports modifications in the environmental review process that would reduce federal and state funding requirements, eliminate redundancies, and improve efficiency and timeliness of project delivery without adversely affecting the quality or integrity of the process. For example, project sponsors should not be required to duplicate work in the environmental review phase of project delivery that was already conducted in the planning phase. The review process under the National Environmental Policy Act (NEPA) should focus on studying environmental impacts of the preferred alternative and not duplicate the alternatives analysis conducted at the planning stage, provided that the planning analysis meets standards to ensure the adequate consideration of alternatives and public participation. Additionally, federal sponsor agencies involved in the environmental review process need to be appropriately staffed to respond to environmental documentation needs in a thorough yet timely manner. This is particularly the case with the Federal Railroad Administration, which must now manage a major capital investment program in addition to its traditional safety responsibilities. Consideration should be given to establishing a unified environmental review group within DOT that could provide consistent technical support to the oversight and management of the NEPA process by its component agencies.

Amtrak's Views on a Dedicated High-Speed/Intercity Passenger Rail Program

While we endorse the concept of a generally mode-neutral, performance-based approach to surface transportation policy, the nascent condition of funding opportunities for intercity passenger rail will require that it be given special consideration before it can be expected to compete in a truly mode-neutral environment. Amtrak therefore supports the position of the National Surface Transportation Policy and Revenue Study Commission, which recognized the need for a program dedicated solely to intercity passenger rail investment amongst a broader set of functionally-based, multi-modal programs of federal interest, several of which intercity passenger rail would play a role in.

A capital investment program dedicated to intercity passenger rail is justified by the need to not only accommodate the existing system, but also to facilitate the expansion of high-speed and intercity passenger rail services and build up the planning, technical and institutional capacity currently lacking from decades of underinvestment.

The Limitations of PRIIA and HSIPR

The HSIPR program, authorized by PRIIA and set into motion by ARRA, represents a significant shift in national transportation policy. As with any new program, however, there are important lessons to be learned from its initial implementation, and adjusting the program in response to these lessons will be critical to ensuring its long-term success. In thinking about the structure of a dedicated rail component of the surface transportation bill, we must first reflect on the limitations of the current program.

To begin with, the program lacks stability because it relies on the uncertain annual appropriations process. As previously discussed, this uncertainty is a major hindrance to effectively planning and executing the type of major, complex projects targeted by this program. Furthermore, the program's statutory construct is not aligned with the magnitude and scope of the effort the FRA and the HSIPR stakeholder community currently face. PRIIA gave states the primary responsibility for planning and developing intercity passenger rail corridors, thus broadening the pool of stakeholders vested in a system that was traditionally the responsibility of the federal government and Amtrak. This framework works well for preserving and improving the existing network, as well as incrementally developing new and improved corridors. It has limitations, however, as a vehicle to efficiently process the \$10.5 billion appropriated for HSIPR in 2009 alone – PRIIA authorized \$3.4 billion over five fiscal years – and support the construction of a national-scale, interstate network.

Those limitations stem from the fact that, under PRIIA, the federal government has only limited ability to independently advance national, interstate interests and actively guide corridor design. Instead, FRA selects corridors for funding based on the applications it receives from states; a program to build a national network is effectively bound by the vision and priorities of individual state applicants; many of these states have little experience in managing a rail program because of the historic lack of federal funding opportunities. Furthermore, there is no unifying national strategy to help guide and coordinate state planning and project delivery efforts, and the one entity with the knowledge and comprehensive view of the national network required to do so – Amtrak – has a role which is not clearly defined.

As a result, a mismatch exists between expectations for transformational growth and a statutory construct better suited for incremental and localized improvements. The ready fix to this mismatch – tempering the scope or timing of the HSIPR effort to fit the current policy architecture – is not, however, sufficient to the need and opportunity. The United States urgently needs an efficient and well-integrated high-speed and intercity passenger rail network as a component of a modern national transportation system. Extending deployment over a longer timeframe will serve only to increase costs, which will come in the form of debt service and the opportunity costs of foregone benefits, not to mention falling further behind our global competitors in high-speed rail development. The appropriate solution is to restructure the

program in a way that can accommodate an aggressive deployment of high-speed and conventional intercity passenger rail corridors.

Accordingly, we offer the following recommendations on how the rail title of the surface transportation bill can create a more growth-oriented framework.

1. Provide Dedicated, Multi-Year Funding

Major capital programs in any mode typically require a multi-year commitment of funds, and such commitments cannot be routinely made if funding cannot be guaranteed.

Continued reliance on annual appropriations will frustrate efforts to significantly improve and expand intercity passenger rail service in the United States. Amtrak's 40 year history affirms this; reliance on annual appropriations has greatly restricted Amtrak's ability to efficiently undertake comprehensive and multi-year capital programs, since out-year funding availability is never known. Project sponsors must know that when they start work on a corridor or begin to procure equipment, a mechanism is in place to ensure the project can be completed.

We believe that a multi-year federal commitment of capital funding, backed by dedicated revenue, would also make it easier for state grantees to secure financial commitments to match federal grants, maintain assets funded by grants, and operate service. These non-federal commitments are more difficult to secure when federal capital funding is uncertain from year-to-year.

Finally, when creating a dedicated funding source for intercity passenger rail, it is imperative that Amtrak's unique funding needs are recognized. The federal government established Amtrak as the foundation of the national intercity rail passenger transportation system, and modernizing and maintaining that system is largely a federal responsibility. Due to the national, interstate nature of the Amtrak network, federal funding must largely be relied upon to operate, maintain and improve the infrastructure and facilities required to operate Amtrak's long-distance train network and return the Northeast Corridor to a state of good repair. In recognizing that the Amtrak network is a national responsibility, the surface transportation bill should provide dedicated, multi-year investment not only for the development of new services, but also for the maintenance and improvement of existing assets, as proposed by the Administration. Doing so will help overcome years of underinvestment in the core intercity passenger rail network and help sustain robust network economies to support the improvement and expansion of high-speed and intercity passenger rail service in key corridors across the United States.

2. Establish a National Investment Strategy

Investments in high-speed and intercity passenger rail should adhere to a national strategy for corridor development, which ideally should be articulated in the National Rail Plan that FRA is required to produce under Section 307 of PRIIA. The strategy should establish a map of intercity corridors in which high-speed and conventional passenger rail service can advance key national priorities such as congestion relief, transportation safety, economic competitiveness, energy-efficient travel, environmental protection, and sustainable development.

The corridors should be selected based on an objective analysis of intercity travel market conditions and factors that drive ridership, including:

- The availability of and connectivity to well-developed local transit;
- Current and projected population and population density; and
- Employment and economic activity (including the economic interdependence of metropolitan areas within a corridor).

The national investment strategy should identify, for Congress and the public, the composition of the national intercity passenger rail system and the corridor development that will be needed over a long-term planning horizon in order to meet present and future intercity travel needs. It should be developed by FRA and Amtrak in consultation with regional bodies, states, local governments, host railroads, and other appropriate stakeholders. It should also match corridor development plans to appropriate markets, since not all travel markets require the same level of service. In some cases, very frequent high-speed rail service may be necessary to create a viable alternative to existing options, while conventional service may be more appropriate in other markets. Finally, the map and each component of it should have a delivery schedule, estimated capital cost, and performance standards linked to strategic national outcomes. It is important to note that the greater the levels of transparency and specificity in the federal vision, the likelier it is that the public will understand its potential benefits and be willing to commit public revenue to its completion.

While the strategy should generally guide the program, projects not on the map could still be eligible for grant funds at a lower federal share. For example, an interstate corridor included on the map could follow the Interstate Highway System model and be funded at a 90 percent federal share, while a discrete intrastate project within such a corridor could receive 80 percent, and a corridor or project not on the map could be offered 50 percent federal funding. Such a strategy would give the federal government greater ability to align federal support with truly national and interstate interests, while still offering support for more parochial priorities.

3. Create a Clear and Leading Role for Amtrak

As operator of the intercity passenger rail network in the United States, and the only operator of high speed rail service in North America, Amtrak has a unique perspective and experience. We have longstanding relationships with host railroads and unparalleled experience in planning and operating passenger service. We understand the needs, opportunities and challenges associated with improving existing intercity passenger rail services and creating new services. We also have unique assets and exclusive legislated powers that singularly qualify us to act as an implementing arm of the federal vision to expand high-speed and conventional intercity passenger rail service. Additionally, as a Congressionally-chartered corporation with a federally-appointed Board of Directors that includes the U.S. Secretary of Transportation, the federal government has a major stake in Amtrak.

In recognition these circumstances, the rail title should create a leading and unambiguous role for Amtrak in each aspect of the federal program, whether it be in the field of preserving the existing system or expanding the network.

In the context of the Administration's proposal, this means establishing Amtrak's mission and authorizing its activities and resources within the new program structure of System Preservation and Network Development. Amtrak's role should include planning, operating, maintaining, and integrating rail service across that national network, as well as providing backbone support functions such as marketing, ticketing and reservations systems, workforce training, and regulatory compliance expertise. While it makes sense to consolidate the Amtrak and HSIPR programs into one comprehensive package, Amtrak's role within that package – as the nation's passenger railroad – must be well-defined.

4. Coordinated Corridor Planning and Project Execution

While a national plan and investment strategy would prioritize key corridor-level city pairs, that alone is not enough to ensure the development of a well connected and highly integrated network capable of meeting strategic national objectives. A more detailed level of coordination in planning and project execution among FRA, Amtrak, regions, states, host railroads, and others will be required to ensure that corridors are integrated with existing passenger rail and other transportation systems in a way that maximizes network benefits and economies of scale. Additionally, it is imperative that planning for new service is done in a collaborative fashion with all anticipated project sponsors from the very beginning of the process.

Many of the high-speed and intercity passenger rail corridors being developed throughout the nation cross state lines and will necessarily involve multiple state, regional and local jurisdictions in the planning process, in addition to non-governmental project partners. Additionally, in many cases high-speed and intercity passenger rail is being considered as a solution to regional problems. Issues such as congestion, pollution and mega-regional agglomeration do not stop at state boundaries and the solutions designed to address these phenomena must therefore be similarly managed across state lines.

Yet multi-state corridor planning is a complex task, particularly for state rail departments that are still building capacity and developing resources. A concentrated effort should therefore be placed on facilitating multi-state partnerships through regional planning exercises that develop the more detailed capital improvement programs needed to implement the national vision. Regional implementation plans should be developed with input from all relevant stakeholders, and should serve to further refine the national planning efforts. A model for how this could work is the Federal Aviation Administration's Airports Capital Improvement Planning Process, where regionally-developed implementation plans respond to nationally-identified needs. This kind of approach would improve coordination and may have the added benefit of insulating corridor development plans from political changes at the state level.

Meanwhile, state and local planning efforts should select the precise routing and alignment of any new track; plan frequencies based on the availability of non-federal operating support; determine schedules, travel times, and top speed requirements based on the travel market; and address station design, location, and access issues.

Amtrak's role in improving coordination is once again crucial. Our existing network is a foundation upon which an expanded network of high-speed and conventional services can grow; the system's significant ridership growth over the past decade demonstrates the importance of integrating it with emerging new corridors. Additionally, we have experience in facilitating successful multi-state partnerships. The Northeast Corridor Infrastructure Master Plan, developed at Amtrak's instigation by twelve states, the District of Columbia, Amtrak, FRA, eight commuter and three freight railroads, exemplifies that type of integrated, coordinated planning effort that should be replicated in other high-priority corridors across the nation.

Federally-funded projects should also adhere to certain protocols. Design and construction standards, for instance, would ensure that technologies, equipment, and systems are interchangeable across the network. Furthermore, a uniform structure for negotiating agreement terms and performance standards with host railroads, with project-specific amendments, would give the public more negotiating leverage and increase timeliness, accountability, and value in the negotiating process. There are significant efficiencies to be gained from a consistent approach, as opposed to having separate entities negotiating distinct agreements for multiple projects.

5. Liability and Insurance

Finally, as referenced in Amtrak's March 11, 2011 testimony before this Subcommittee, gaps in licensing and insurance requirements for passenger rail operators must be addressed. Federal law and DOT regulations require all interstate motor carriers of passengers – even if they operate just a single minibus – to be licensed and to maintain adequate levels of insurance. There are, however, no comparable licensing or insurance requirements for passenger rail operators. Only Amtrak, which is required by the RPSA to have \$200 million in insurance coverage, and passenger rail operators on rail lines constructed or improved with PRIIA grants are required to maintain any insurance. Other operators do not have to carry insurance even if they receive funding under other federal programs. The lack of a specific requirement creates a situation in which the actual liability could lie with the providers, carriers, or the taxpayers – or potentially all of them. This lack of clarity makes it artificially difficult to start passenger or commuter services, and we would therefore encourage the Committee to address this issue and clarify this situation.

Conclusion

I will close by observing that I believe there is a tremendous opportunity to address major national mobility issues with rail. When well-directed investment helps us to offer relevant travel choices, people flock to trains. We're carrying more people than all of the airlines put together between New York and the other destinations on the NEC, and we are highly competitive elsewhere, too. I know the committee recognizes the challenges that energy use and congestion pose, and I look forward to working with you in coming months to develop a strategy for transportation funding that preserves and expands relevant mobility choices for the American people.

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
Truth in Testimony Disclosure

Pursuant to clause 2(g)(5) of House Rule XI, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include: (1) a curriculum vitae; and (2) a disclosure of the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by the witness or by an entity represented by the witness. Such statements, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than one day after the witness appears.

(1) Name:

Joseph H. McHugh

(2) Other than yourself, name of entity you are representing:

Amtrak

(3) Are you testifying on behalf of an entity other than a Government (federal, state, local) entity?

☒ **YES**

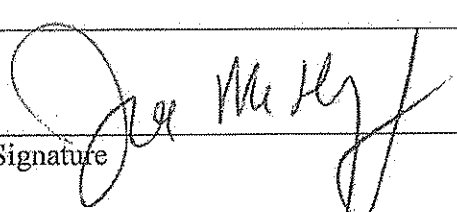
If yes, please provide the information requested below and attach your curriculum vitae.

☐ **NO**

(4) Please list the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity you are representing:

See attached table

Signature



4-6-2011
Date



Joseph H. McHugh

Vice President – Government Affairs and Corporate Communications
National Railroad Passenger Corporation (Amtrak)

Joe McHugh has been Vice President – Government Affairs since May 2002. He is responsible for initiating, developing, and communicating Amtrak's legislative strategy and funding needs to the United States Congress. Mr. McHugh is also responsible for the corporation's interaction with the Congress, the Executive Branch, and various state governments. He also serves on Amtrak's Executive Committee.

Mr. McHugh is also responsible for the company's corporate communications function which involves responding to the media, as well as customer and employee communications.

Both the government affairs and communications functions are carried out in Washington, D.C. as well as offices in New York, Chicago, Oakland and New Orleans.

Mr. McHugh reports to the President and Chief Executive Officer of Amtrak and acts as a liaison on legislative matters with Amtrak's Board of Directors.

Mr. McHugh joined Amtrak in July 1994.

Mr. McHugh lives in Washington, DC, is married, and has one son.

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
Illustrative Schedule of Expenditures of U.S. Department of Transportation Awards
For the Year Ended September 30, 2010

Federal Grantor	Pass-Through Grantor	Program or Cluster Title	CFDA Number	Pass-Through Grantee Number	Award Amount	Total Expenditures 10/01/2009 - 09/30/2010
U.S. Department of Transportation	N/A	American Recovery and Reinvestment Act of 2009 *	20.315	N/A	\$1,295,804,696	\$704,971,705
U.S. Department of Transportation	N/A	FY10 Operating Grant Agreement	20.315	N/A	\$563,000,000	\$563,000,000
U.S. Department of Transportation	N/A	FY10 Capital and Debt Service Grant Agreement	20.315	N/A	\$891,608,750	\$851,800,812
U.S. Department of Transportation	N/A	New York Tunnels Fire and Life Safety Improvements *	20.315	N/A	\$100,000,000	\$1,328,023
U.S. Department of Transportation	N/A	Efficiency Incentive Grant Agreement 2008/2007 *	20.315	N/A	\$82,683,000	\$14,992,302
U.S. Department of Transportation	N/A	Managerial Cost Accounting System Grant *	20.315	N/A	\$14,900,000	\$2,315
U.S. Department of Transportation	N/A	Biodiesel Inter-City Passenger Rail Revenue Service Test *	20.313	N/A	\$275,328	\$31,511
U.S. Department of Transportation	N/A	Risk Reduction Program (0048)	20.313	N/A	\$43,000	\$3,378
U.S. Department of Transportation	N/A	Risk Reduction Program (0050)	20.313	N/A	\$20,000	\$20,000
U.S. Department of Transportation	N/A	Cross-Functional Risk Reduction Team *	20.301	N/A	\$70,000	\$0
U.S. Department of Transportation	N/A	Section 305 Equipment Pool Committee Grant Agreement *	20.315	N/A	\$2,000,000	\$132,112
TOTAL U.S. DOT AWARDS						\$3,030,404,786
						\$2,136,282,158

Footnote:

* Denotes a Multi-Year Grant

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
 Illustrative Schedule of Expenditures of U.S. Department of Transportation Awards
 For the Year Ended September 30, 2009

Federal Grantor	Pass-Through		Program or Cluster Title	CFDA Number	Pass-Through Grantor Number	Award Amount	Total Expenditures 10/01/2008 - 09/30/2009
	Grantor	Grantor					
U.S. Department of Transportation	N/A	N/A	American Recovery and Reinvestment Act of 2009 *	20.315	N/A	\$1,293,525,000	\$27,130,852
U.S. Department of Transportation	N/A	N/A	FY09 Operating Grant Agreement	20.315	N/A	\$550,000,000	\$550,000,000
U.S. Department of Transportation	N/A	N/A	FY09 Capital and Debt Service Grant Agreement	20.315	N/A	\$937,650,000	\$926,887,425
U.S. Department of Transportation	N/A	N/A	New York Tunnels Fire and Life Safety Improvements *	20.315	N/A	\$100,000,000	\$3,202,486
U.S. Department of Transportation	N/A	N/A	Efficiency Incentive Grant Agreement *	20.315	N/A	\$62,883,000	\$21,393,587
U.S. Department of Transportation	N/A	N/A	Managerial Cost Accounting System Grant *	20.315	N/A	\$14,900,000	\$4,747,296
U.S. Department of Transportation	N/A	N/A	Biodiesel Inter-City Passenger Rail Revenue Service Test *	20.313	N/A	\$275,328	\$0
TOTAL U.S. DOT AWARDS							\$2,959,033,328 \$1,533,361,646

Footnote:

* Denotes a Multi-Year Grant